

# Brighton Road Conservation Area Statement

April 2018





This document has been written in association with residents and other parties with an interest in the future of the Southgate Conservation Areas.

Crawley Borough Council would like to thank those that have helped in the creation of this document. Special thanks go to:

Southgate Conservation Area Advisory Committee

The residents of Southgate Neighbourhood

The Crawley Museum Society

West Sussex County Council

[West Sussex County Council Library Service [www.westsussexpast.org.uk](http://www.westsussexpast.org.uk) for allowing us to use certain photographs]

Front cover Image: view southwards along Brighton Road, including signal box and Nightingale House, 2018

Back cover image: view of Springfield Road/West Street junction by Michael Rowan

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# **1. Introduction**

## **What is a Conservation Area?**

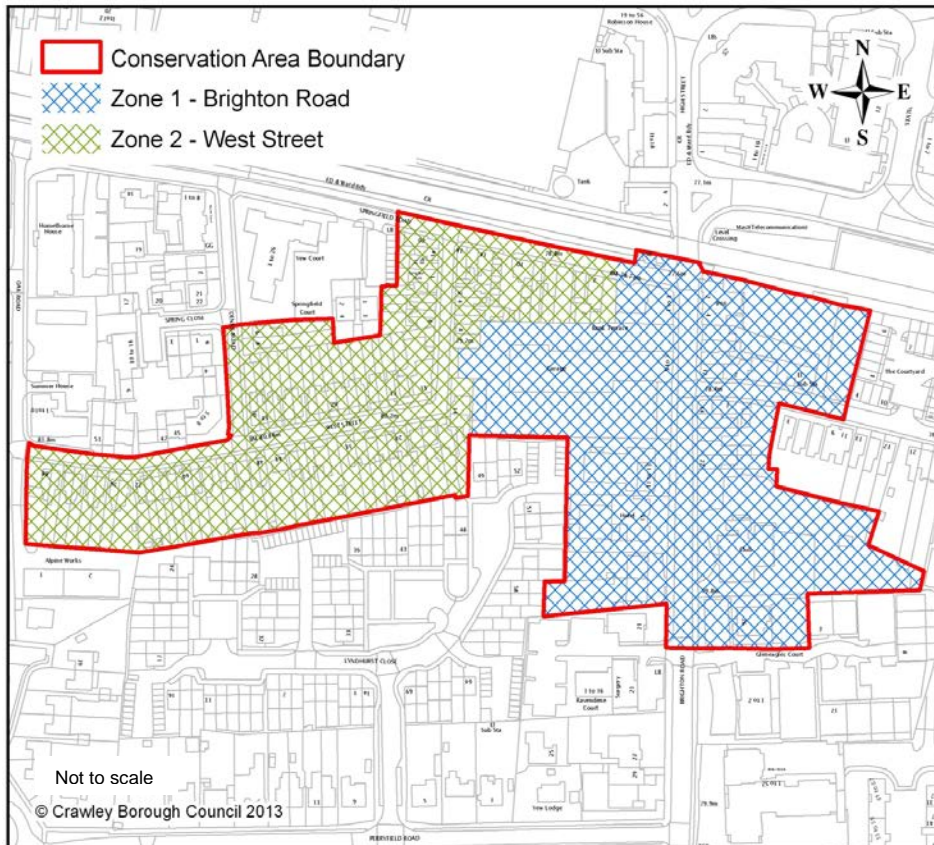
Conservation Areas are designated because they are recognised as areas of special architectural or historic interest which it is desirable to preserve or enhance. The designation of a Conservation Area is based on a number of criteria. These include the presence of buildings of historic or architectural interest, as well as the presence of a historically significant design form or settlement pattern.

Conservation Areas require careful management to protect their special character. This is not to say that all new development and change is prohibited, but rather that where development is proposed, it should come forward in a manner that preserves or enhances the intrinsic features of the Conservation Area.

Conservation Area status, therefore, brings with it additional planning controls that limit the works that can be undertaken through permitted development and place additional planning requirements on other developments such as new buildings, alterations to and demolitions of existing properties, and the management of trees. Development proposals that are outside the Conservation Area that would affect its setting, or views into or out of the area, are also subject to additional controls. See section 4 for further information on these planning issues.

# Brighton Road Conservation Area

The Brighton Road Conservation Area is located at the northern edge of Southgate to the south of a key level crossing and gateway into the town centre. It comprises two character zones: a main road bordered by turn of the 20th Century pub and shops; and narrower smaller scale residential streets to the west. The Conservation Area boundary and the areas of the two zones are shown on the map below.



**Map 1.1 Conservation Area Map**

The Brighton Road Conservation Area was originally designated on 25 March 2009, and was extended on 3 April 2013 to include West Street.

## The Status of this Document

This Conservation Area statement has been prepared by Crawley Borough Council and the Southgate Conservation Area Advisory Committee (SCAAC). SCAAC is a group of local residents and interested parties that have come together to assist with the management of the Brighton Road Conservation Area.

Only by understanding what gives a Conservation Area its special architectural or historic interest can the character and appearance of the area be preserved or enhanced. This document therefore identifies the special architectural or historical values of the area and discusses the key features that contribute to its character and

appearance. Further to that it provides best-practice advice to guide development proposals and contains management objectives to help bring about the future enhancement of the Conservation Area.

This Conservation Area Statement is relevant to all those carrying out work in the Conservation Area, and represents a material consideration when the Local Planning Authority determines planning proposals for the area. It should be used to manage change in a positive manner and help inform future action by the council and other parties, including informing decisions on planning applications that may have an impact within or adjoining the Conservation Area. It will also assist in the design of proposals affecting existing buildings or new development as well as care and maintenance of the public realm including streetscape and open space.

## 2. Historical Development

### Historical and Spatial Context

The Conservation Area lies close to the centre of Crawley, which since its designation as a New Town in 1947 has grown to accommodate a population of over 100,000. The surroundings are therefore urban, comprising development from various periods.

To the immediate north lies the Arun Valley branch railway line, and beyond this the Town Centre. This includes the historic core of the pre-industrial settlement of Crawley: originally a long High Street serving coaches from London to Brighton, and now a separate Conservation Area that retains a large number of listed buildings. South west of the High Street is the ASDA Supermarket, a large modern block that is evident in views from Springfield Road. Historic maps confirm that until the late 1930s at least, this site contained streets of terraced or semi-detached houses; a school (Robinson Road); a hospital (Crawley & Ifield Cottage Hospital, 1896), which for many years had been used as a training school for servants; and a chapel (the strict Baptist Bethel Chapel, c.1858). To the north east, the original Crawley station was demolished in 1968 and replaced with an office block (Overline House) and ground floor station facility, which itself is subject to planned regeneration of the Station Gateway.



**Map 2.1. 1:25,000 Ordnance Survey Map, 1948 (not to scale). Reproduced with the permission of the [National Library of Scotland](#).**

To the east of the Conservation Area lies the late 19th and early 20th century residential development of East Park and Malthouse Road, an area of cohesive, well detailed houses and cottages.

To the south, the Brighton Road continues through some mixed 19th and 20th century development before reaching the post-1950s development associated with the Southgate and Tilgate neighbourhoods.

West of the Conservation Area, the historic Horsham Road provides some well detailed mainly late 19th century houses and a large public open space, Goffs Park. The fields to the south of Newlands Road and West Street, shown on the 1948 map (see Map 2.1), have now been developed with modern housing such as Lyndhurst Close and Lanercost Road.



## History of Brighton Road Conservation Area

Prior to 1848 and the completion of the railway line from Three Bridges to Horsham, the land on which West Street and Springfield Road were to be built was mainly open fields between Brighton Road to the east and Horsham Road to the west. The railway was the catalyst that triggered the construction of Springfield Road and West Street during the second half of the nineteenth century. Many of the houses were built by Richard Cook (1834-1905), who had a yard on Springfield Road just to the west of the junction with West Street<sup>1</sup>.

The railway, and nearby station, created many jobs and opportunities to commute to employment beyond Crawley. The signal box which stands by the level crossing on the junction of Brighton Road and eastern end of Springfield Road is a Grade II listed building. This area came to be known as 'New Town' and is not to be confused with the designated New Town that was to be developed immediately after the Second World War.

The urbanisation of the surrounding land continued during the closing years of the 19<sup>th</sup> century, with infilling occurring along Brighton Road and more spacious, detached housing being created along Perryfield Road. To the east, further rows of housing were built at East Park and Malthouse Road. The opportunities for employment within the immediate area were also greatly increased during this period, with the relocation of the Longley Company, then one of the pre-eminent building firms within the south east of England, to a site near Crawley Station in 1881. By 1898, the new works were providing jobs for more than 700 people. Other local industries included milling, with steam mills at Three Bridges, Crawley and Ifield Green replacing wind and water power, brewing and broom-making. In 1901, Nightingale House was built, replacing a single storey building shown on a photograph of c.1885 belonging to Moses Nightingale, Corn and Seed Merchant (see Figure A1.6 in Appendix 1). The first London to Brighton race in 1896 provided business opportunities for premises which faced the main London-Brighton Road, including that part of the road which lies within the modern Conservation Area. Petrol stations, bicycle shops and other facilities were therefore provided including the purpose-built garage on the west side of the street close to Nightingale House, which was operational by 1907 (see Figure A1.1 in Appendix 1).

The Brighton Road area underwent relatively little alteration between 1910 and 1937, so that by the latter date the land to the south and west of West Street and Perryfield Road was still relatively rural. One change, however, was the construction of a new cinema in 1911 by a Mr Gadsdon, who, as a young man, had worked in Bannister's bicycle shop, then located in one of the shops on the east side of Brighton Road (now no.16). He purchased a piece of land on the opposite side of the road and initially built a large motor works. This was a commercial success and soon afterwards, in 1911, he built a new cinema on the adjoining piece of land (see Figure A1.1 in Appendix 1). This

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<sup>1</sup> In 1859 Cook founded the company that was to be known as R. Cook and Sons, Builders and Contractors, which built many homes in West Street and Springfield Road. The company was based in Springfield Road (see figure A1.19 in Appendix 1), and is recorded in the 1881 census as employing 10 men and 3 boys.

was eventually named the Imperial Picture House, but had to be rebuilt in 1928 after the first building was destroyed by fire (see Figure A1.3 in Appendix 1).

In 1944, two V1 flying bombs landed in Crawley; one at the allotments in Malthouse Road which failed to detonate and the other at the junction of West Street and Oak Road which exploded killing seven people and injuring 44, as well as destroying 15 houses. The only visible evidence of this event is a bare patch of ground on which stands a scout hut. The names of those who died are included on a plaque to the civilian war dead of the town situated at the southern entrance gate to the Memorial Gardens (see Figure 2.1).

Brighton Road had been relieved of some of its traffic by the construction of a bypass in 1939, and eventually, in the early 1970s, the upgrading of the old London to Brighton Road began, with the eventual creation of a new motorway to the south and east of the town. In 1968 the historic railway station was demolished and replaced by a new building slightly further to the east.

Until the mid-1990s, West Street (western end) was a private road much potholed and neglected until it was adopted by West Sussex County Council (WSCC) and now has been levelled and surfaced with tarmacadam.

The Brighton Road Conservation Area was first designated on 25 March 2009, in recognition of the area's significance in representing 'a significant period in the evolution of the town' and of the presence of 'noteworthy buildings from both Victorian and Edwardian architecture'. The designation was originally limited to Brighton Road itself, comprising the area identified below as character zone 1. The extension of the Conservation Area to include Springfield Road and West Street was subsequently recommended by the Heritage Assessment of Crawley (2010), undertaken by Alan Baxter Associates and Crawley Borough Council, in recognition of its homogeneity as a Victorian streetscape, the architectural value of the buildings, and the attractive sense of enclosure provided by the bend in West Street<sup>2</sup>. After further consultation the Conservation Area was enlarged accordingly in April 2013.



**Figure 2.1. Memorial plaque to victims of V1 strikes on Southgate in 1944. Southern entrance to Memorial Gardens, taken June 2014.**

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<sup>2</sup> 'Crawley ASEQs and Locally Listed Buildings Heritage Assessment: Prepared for Crawley Borough Council' Alan Baxter: April 2010 (available at <http://www.crawley.gov.uk/pw/web/int188179>).

### 3. Conservation Area Character Appraisal

This section contains the Conservation Area Appraisal for the Brighton Road Conservation Area.

It sets out in fuller detail the character of the Area and the course of its development over time. Those features which make a particular contribution to interest of the Area and its sense of place are highlighted, as are the main features whose impact is more negative or neutral.

The character and appearance of the Conservation Area was appraised in the 2010 Heritage Assessment of Crawley<sup>3</sup>. These findings provide the basis for the guidance set out in Section 4 of this document and will become a material consideration of planning applications within the Conservation Area.

As shown on Map 1.1 on p.2, the Brighton Road Conservation Area can be divided into two smaller zones with quite distinct characters:

**Zone 1 – Brighton Road:** The section of Brighton Road falling within the Area is a busy thoroughfare fronted by numerous commercial premises. This corresponds to the area designated in 2009.

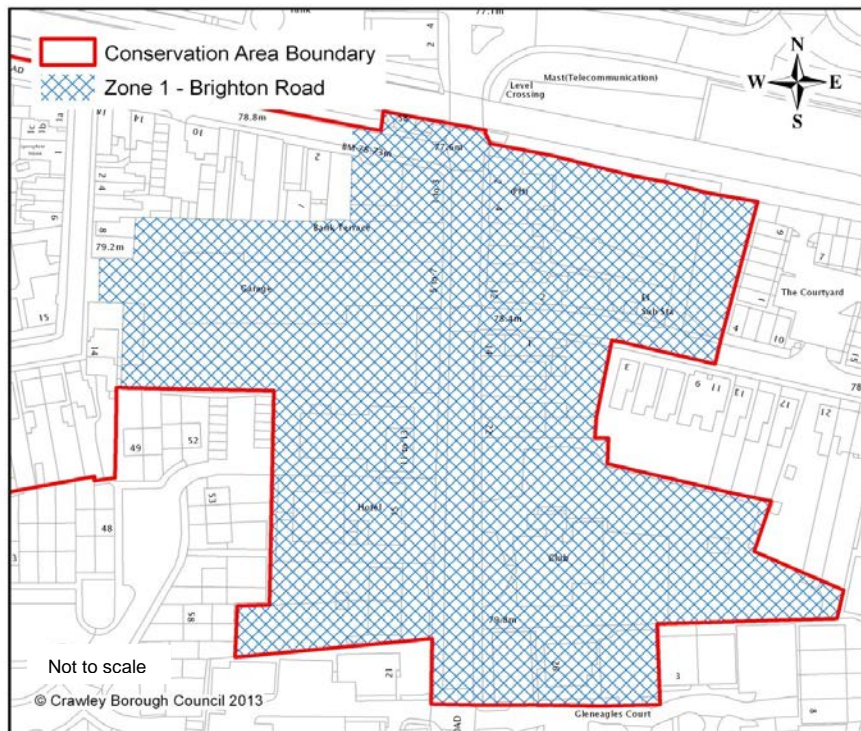
**Zone 2 – West Street:** The roads and streets to the west of Brighton Road form a quieter, primarily residential, zone. This was added to the originally designated Conservation Area in 2013.

The appraisal text below takes each of these in turn.

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<sup>3</sup> Available at <http://www.crawley.gov.uk/pw/web/int188179>.

## Zone 1 – Brighton Road



**Map 3.1. Character Zone 1**

This area lies to the south of the historic core of Crawley, and developed around the junction of the 1848 railway line and the old main road between London and Brighton. It is bounded by the railway crossing to the north, with its Listed signal box, and a number of other properties dating to the 1850s onwards which lie in its immediate vicinity.

Along Brighton Road the uses are mainly commercial. There are a number of small shop units, some varied offices, and a hotel. A new mixed-use development, incorporating the Imperial Cinema façade, was completed at Nos. 5-7 Brighton Road in early 2017.

### **Townscape Value**

This area significantly contributes to the overall townscape value of Crawley, providing a historic entrance to the town centre. There are four important 'focal' buildings – the Listed signal box, the locally listed Nightingale House, the Imperial Cinema and the Railway Hotel – which together provide the Conservation Area with its most notable group of historic buildings.

Of these, the Listed signal box and Nightingale House, with its prominent corner feature, are the buildings of particular architectural merit, and over the years have been noted for their contribution to the street scene.

These historic buildings provide the road with a hard edge ensuring the eyes are drawn down Brighton Road towards the railway. Indeed, for much of the length of

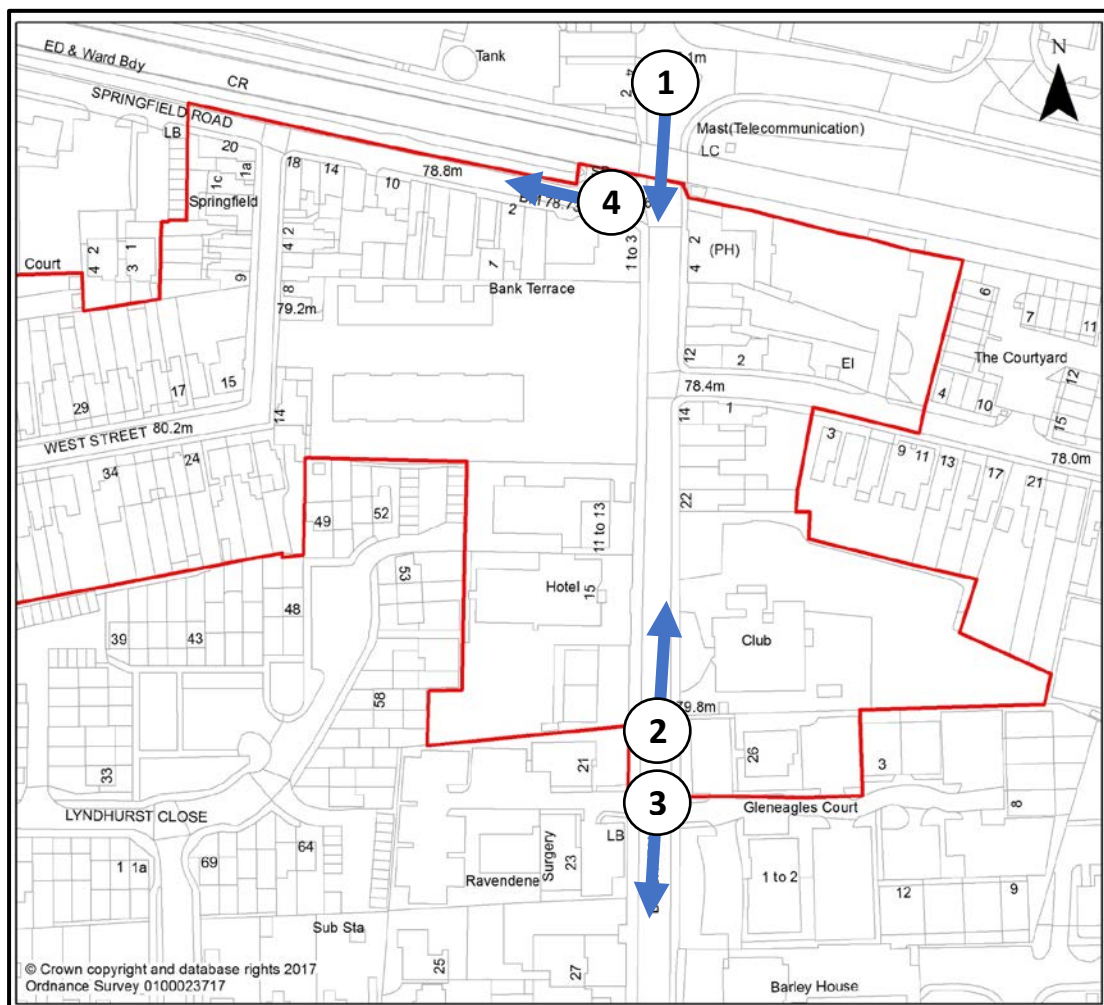
Brighton Road buildings abut closely on the highway on both sides, creating a sense of enclosure which reinforces the area's 'urban' feel.

## Roof Heights

The buildings through this zone have a relatively uniform building height with an occasional feature protruding higher than the established roofline. An example of this is the turret on the corner of Nightingale House (e.g. see Figure 3.5).

## Valued Views

As a result of the Conservation Area's urban and relatively flat setting there are no long distance views. It does however provide a number of attractive contained and linear views, which are shown numbered on Map 3.1 below.



**Map 3.2. Zone 1 valued views**

One notable view (View 1, shown in Figure 3.1) extends into the northern part of the area from the other side of the railway line, focusing on the signal box, Nightingale House and The Railway Hotel.



***Figure 3.1. View 1: Southwards along Brighton Road  
from just outside the Conservation Area, taken November 2017***

Looking north and south along Brighton Road there are medium to long views. Long views along Brighton Road from the south again focus on the crossing and the adjoining focal buildings (View 2, shown in Figure 3.2), and extend into the High Street and the High Street Conservation Area. Looking south, the road becomes enclosed by large trees outside of the designated area (View 3, shown in Figure 3.3).



***Figure 3.2. View 2: Northwards along Brighton Road from the southern end of the Conservation Area, taken March 2018***



***Figure 3.3. View 3: View out of the Conservation Area to the south along Brighton Road, taken March 2018***

Views westwards along Springfield Road take in the villas and houses on the south side, and a number of trees and gardens further along the western part of the road (View 4, shown in Figure 3.4). Unfortunately, the view is somewhat marred by a large advertising hoarding adjacent to the signal box and advertising signage at Nightingale House.



*Figure 3.4. View 4: Westwards along Springfield Road, taken March 2018*

## Building Materials

Most of the historic residential buildings in this zone were built between 1850 and 1914 using the local brown and red brick, sometimes rendered and painted.

Between The Railway and East Park, Nos. 6–12 Brighton Road (see Figure 3.5), dating from c.1890, comprise a short parade of four shops with gables facing the street with decorative barge boards.



*Figure 3.5. Nos. 6-12 Brighton Road, taken March 2018*

Three of the buildings are rendered and painted with modern windows. No. 12 retains a red brick façade and its original joinery. Parts of the historic shop fronts remain at fascia level; otherwise modern shop fronts have been inserted.



Nos. 14–22 Brighton Road comprise a short terrace of purpose-built shops dating from between 1897 and 1910 with ‘Tudorbethan’ details including gables, oriel windows and well detailed gabled dormer windows. Large brick chimney stacks and fish-scale clay tiles add further interest at roof level (see Figure 3.6). The shop fronts retain some of their original details e.g. corbels.



**Figure 3.6. Nos. 14-22 Brighton Road, taken August 2017**



**Figure 3.7. The Railway Hotel, taken March 2018**

Various additional materials and detail feature on some of the larger buildings along Brighton Road. These include painted stucco (the Railway Hotel, nos. 17 & 19), clay roof tiles (Hazledene, St Andrew’s House), 19<sup>th</sup> century sash windows (the Railway Hotel, Nos. 17 & 19), and examples of detailing in the Arts and Crafts style (St Andrew’s House) and the classical style (Imperial Cinema; Nos. 17 & 19; the Railway Hotel) (see Figure 3.7).

## Walls

Red brick is the most common material (e.g. see Figure 3.8) although some properties, notably the Railway Hotel, are rendered.



*Figure 3.8. Brickwork at no. 16 Brighton Road, taken August 2017*



*Figure 3.9. Original first-floor sash window at no. 12 Brighton Road, taken August 2017*

## Windows

In some instances, the original windows, mainly wooden sash, remain and add character to the area. These can be found on the grander properties and on upper floors (e.g. see Figure 3.9).

In most cases the original windows have been removed and replaced with modern variations in aluminium and UPVC.

## Doors

There is one notable door that adds to the character of this area, namely, the wooden “back” door to Nightingale House that may be the original (see Figure 3.10).

Most doors have been replaced unsympathetically and detract from the character of the area.



*Figure 3.10. ‘Back’ door to Nightingale House, taken March 2018*

## Roofs

The roofs are plain clay tiled, with some detailing positively enhancing the area.

## Chimneys

Whilst some chimneys have been removed, the majority of the relatively ornate chimneys remain (e.g. see Figure 3.11). Unfortunately, these are often hidden from view when on Brighton Road but are clearly visible when approaching the area, forming part of the roofscape along the road.

## Extensions

Few extensions are visible from Brighton Road. However, many properties have been extended, and from East Park most properties visibly have some form of addition. These have generally been constructed in matching brick and roofing materials to the existing properties.

## Rainwater Goods

In most cases, traditional cast iron rainwater goods are still in place. In some instances UPVC goods have been used, often detracting from the character of the buildings and area.



*Figure 3.11. Roof detail and chimney at no. 14 Brighton Road, taken August 2017*

## Important Buildings / Building Contribution

This zone of the Brighton Road Conservation Area is notable for its building types and mixed uses, including the Conservation Area's larger, more prestigious buildings. Many of the properties in Brighton Road were built by Moses Nightingale.

### Listed Buildings

There is one Listed building in the Conservation Area: the railway signal box next to the railway crossing in Brighton Road, which is listed Grade II (see Figure 3.12). The list description is as follows:

*SPRINGFIELD ROAD 1. 5403*

*Railway Signal Box TQ 23 NE 3/73 II 2. Circa 1860. Ground floor stock brick with 3 pilasters and 2 round headed arched windows with keystones. The first floor has 2 glazed sliding sashes. Hipped slate roof with wide cornice supported on brackets. Wooden ladder to first floor signals machinery. This was probably one of the earliest signal boxes with John Saxby's patented interlocking of points and signals<sup>4</sup>.*

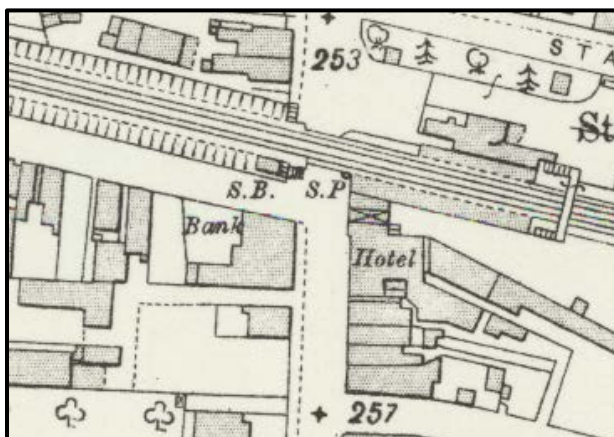
The building is now cared for by The Crawley Signal Box Preservation Society and is occasionally open to the public.

### Locally Listed Buildings

Nightingale House (see Figures 3.13, 3.14 & 3.15) is dated 1901 and was built as a bank – it is noted as such on the map of 1910 (see Map 3.3)<sup>5</sup>. It is a



**Figure 3.12. Grade II listed railway signal box**



**Map 3.3. 25-inch Ordnance Survey Map, 1910 (not to scale). Reproduced with the permission of the [National Library of Scotland](https://www.nls.uk/).**

<sup>4</sup> Historic England list entry no. 1298887. Available at:

<https://historicengland.org.uk/listing/the-list/list-entry/1298887>

<sup>5</sup> Previous tenants of the building have included The London & County Bank, The Capital & Counties Bank, Hobart (commercial kitchen equipment), Brace Oakley & Partners (estate agent), Christopher Dobson & Co (chartered accountants), James B Bennett and Co (solicitors), Brewers (decorators) and Allsop & Wagner (confectionary company).

prominent two storey building built from red brick with stone dressings, and of special merit is the corner turret with its ogee-shaped copper roof. This sits above the principal ground floor entrance which is positioned across the corner of the building, facing towards the High Street, forming an important visual landmark at the corner of Brighton Road and Springfield Road.

Nightingale House is named after the local merchant Moses Nightingale, an influential figure in the development of the Brighton Road area, whose corn, coal and seed business previously occupied a timber building on this site (see Figure A1.6 in Appendix 1).



**Figures 3.13, 3.14 & 3.15. Nightingale house, including wall detail**

### **Other Buildings**

In addition to the heritage assets mentioned above, there are a number of other positive buildings of townscape merit within this zone. The earliest are Nos. 17 and 19 Brighton Road, which date from c.1850. These are two storeys high and faced in white painted stucco. Of note are the canted ground floor bays and the tripartite first floor windows, all of which retain their 19th



**Figure 3.16. Nos. 17 and 19 Brighton Road taken January 2018**

century sashes. The symmetrically arranged frontages to each house have central entrance doors defined by classical doorcases with pilasters and a pediment, set up on three stone steps from the forecourt areas. A single central chimney stack remains over the party wall, and the roof is covered in concrete tiles, with no further chimney stacks, suggesting that these were lost when the roof was repaired.

Hazeldene (No. 24) and St Andrews House (No. 26, referred to as ‘The Gables’ in the 1911 census) were both built as family residences. Hazledene (see Figures 3.17-3.18) was built by Moses Nightingale in 1896 as his own residence, and latterly became the Crawley Club. It is constructed with red brick, with a half-timbered gable facing the street and a clay tiled roof. Stone string courses and sills add interest. Next door, St Andrew’s House, shown on the 1899 map (see Map 3.4 on p.22 below), is built from red brick with Arts and Crafts details including a half-timbered gable at roof level facing the street. The upper elevations are attractively covered in vertically hung clay tile. Both properties have been refenestrated in UPVC largely within existing openings.



**Figure 3.17. Hazeldene (1896; Photo: c1900)**



**Figure 3.18. Hazeldene**

In contrast to these residential properties, the buildings further north were built for commercial purposes. Nos. 6-12 and 14-22 Brighton Road were clearly purpose-built as shops, with no. 14 having been occupied by Moses Nightingale’s business (see Figure A1.2 in Appendix 1).

The Railway Hotel (also previously known as The Rocket and The Railway) is a large three and two storey building faced in cream painted stucco with what might be a 1920s pub frontage. At first floor level, well detailed oriel bay windows have replaced the cast iron balcony shown on early photographs. Above, three six over six sash windows, with painted architraves, help to confirm that the building was probably built immediately after the railway line in 1848.

The Imperial Cinema (see Figure 3.19) was built in 1928, replacing the Imperial Picture Theatre, built in 1911 (see Figure A1.1 in Appendix 1), which had been destroyed by fire. The building was last used as a car showroom by Crawley Down Garage<sup>6</sup>. Until demolished in May 2014, the whole of the 1928 building remained; now only the remaining front section has any presence to the street.



**Figure 3.19. Imperial Cinema (1928), taken May 2017**

<sup>6</sup> Other occupiers have included Gadson Motor Agents, and Wood Son & Gardner (Auction Room).

## Boundary Treatment

Locally made brick, usually dark red or brown in colour, is commonly used for all types of walling. There are few historic boundaries in Brighton Road, especially on the west side where walls have been demolished to provide for car parking. However, on the opposite side of the road, the high clipped conifers which surround Hazeldene are very important in views along the street.

## Shop Fronts and Signage

Nos. 14-18 Brighton Road form a terrace of mixed use properties, with retail at ground floor and flats above. Kamsons Pharmacy, No. 14 Brighton Road, appears to be the best preserved shop front in the group with giant corbels supporting the fascia (see Figure 3.20). This detail can be seen on the whole group, although alterations have taken place.



*Figure 3.20. Shop front at no. 14 Brighton Road, taken August 2017*

The shop fronts to Nos. 6–12 Brighton Road (see Figure 3.21) are largely modern and not in keeping with the historic character despite the remaining corbels that are largely hidden between the new signage.

No. 12 Brighton Road (Buxton House) is vacant at the time of writing but was formerly occupied by a Portuguese restaurant and was once the site of H R Garrett & Sons Stores (Grocers). The shop frontage may have altered somewhat but the first floor and roof areas are very much as they were (see Figures A1.11-A1.12 in Appendix 1).



*Figure 3.21. Shop fronts at nos. 6-12 Brighton Road, taken March 2018*

## **Existing Equipment and Services**

### **Refuse Storage**

There is little visible storage for refuse from Brighton Road as most properties have areas to the rear with vehicle access and space for refuse storage.

### **TV Aerial/Satellite Dishes**

Due to the nature of the area very few TV aerials or satellite dishes are visible.

### **Commercial Plant and Equipment**

Plant is generally limited to the rear of properties meaning they have limited or no impact upon the character of the Conservation Area.

East Park is home to a taxi firm, with a large aerial and other equipment visible on East Park heading west as you approach the Conservation Area. This adds a degree of visual clutter.

### **Archaeology**

Archaeological assets, whether designated or non-designated, can make an important contribution to the heritage value of Conservation Areas. While the visible environment above ground in this area is comparatively recent in historical terms, the locality has a significance predating the contemporary townscape, thanks to the proximity of the medieval settlement of Crawley to the north and the longstanding status of the Brighton Road as a thoroughfare linking London to the south coast. This is recognised by the inclusion of most of the Conservation Area within an Archaeological Notification Area (ANA) identified by West Sussex County Council as reflecting the Historic Core of Medieval Crawley. This indicates the existence or



probable existence of archaeological heritage assets, and as a result archaeological investigation may be required as a condition of some development proposals<sup>7</sup>.

## Open Spaces, Parks, Gardens and Trees

### Streets

The treatment of the public realm, the public open space between buildings, is simple and modern with the use of black tarmacadam for the street surface and pavements, with concrete kerbs. Street lighting is provided by modern lanterns fixed to tall steel columns.

There are no obvious examples of historic paving or other historic details such as seats, name plates or street lights.

However, there is a name plate in East Park (see Figure 3.22), above Kamsons Pharmacy, but it has not been possible to identify a specific date.



*Figure 3.22. East Park name plate, taken May 2014*

### Open Spaces

The principal spatial feature of the Conservation Area is Brighton Road itself, a fairly wide (circa 12.5m) straight road. This forms part of the turnpike road between London and Brighton and until 1939, when the bypass was completed, was the principal route out of the town. It is crossed by the 1848 railway line which is notable for its listed de-commissioned signal box and the actual crossing (very much in use and a major contributor to traffic congestion in the area).

The loss of the original railway station, which once stood (to the east) on the other side of the tracks to The Railway, is regrettable, as it appears from historic photographs that this was a well detailed, mid-19th century building of some architectural merit.

### Gardens and Trees

The Conservation Area is a built-up area in an urban setting without any green open spaces such as public gardens or parks. What green space there is exists solely in private gardens, only visible in the south eastern part of Brighton Road where the spacious plots and the two set back buildings Hazeldene and St Andrew's House provide areas for planting.

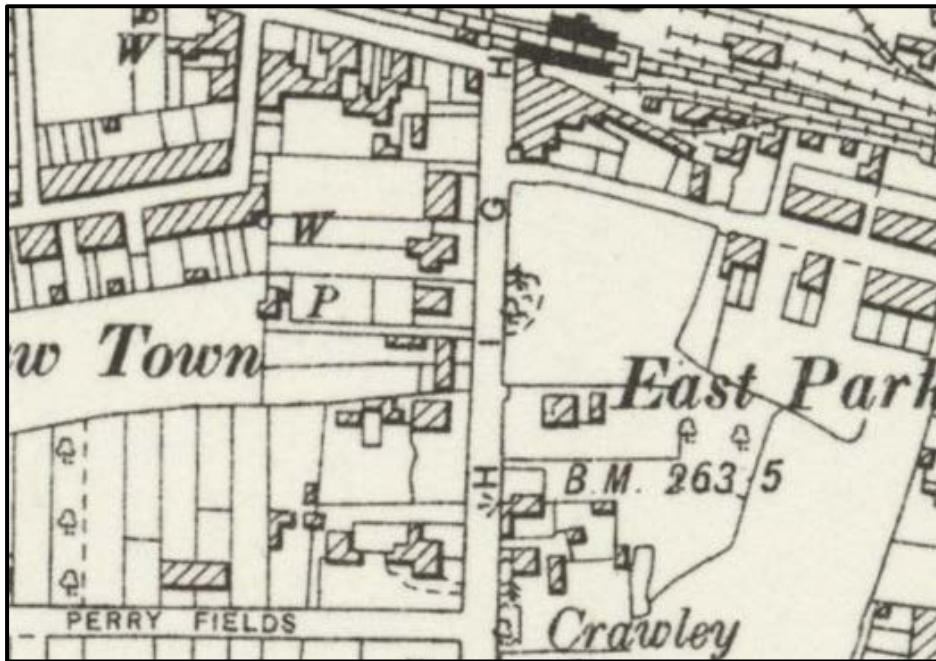
Historically, there was more open space in the vicinity and the 1899 map (see Map 3.4) confirms that at that time Brighton Road was only partially developed, mainly with detached villas set back from the road behind hedges. A large area of open space, now Nos. 14-22 Brighton Road, was still an open field.

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<sup>7</sup> For further information see the West Sussex County Council Historic Environment Record: <https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/historic-environment-record/>.

This 'green' character is shown on historic photographs and has been retained to a degree on the east side of the road with the trees (conifers), high clipped hedges and planting around the Hazeldene and St Andrew's House.

On the opposite side of the road, the conversion to car parking of the former front gardens of the doctors' surgery and offices (Nos. 17-19), and the adjoining Grange Hotel (No. 15), is a detrimental feature. The 1980s office block (Nos. 11-13 Brighton Road) has some welcome hedging and a small tree to the front, with car parking underneath the building.



*Map 3.4. Six-inch Ordnance Survey Map, 1899 (not to scale). Reproduced with the permission of the [National Library of Scotland](#).*

### **Activity and uses**

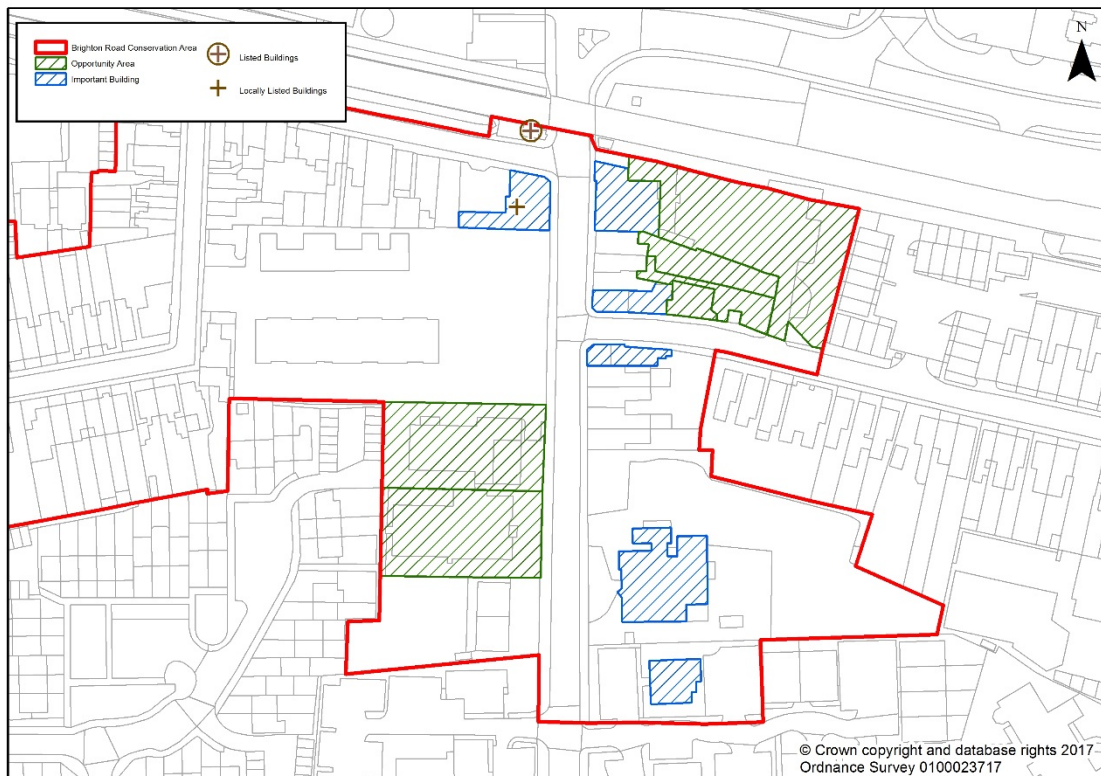
The Conservation Area is notable for the focal point which is provided by the railway crossing at its northern edge. This creates an area of activity as the road is regularly closed to both vehicular and pedestrian traffic.

The predominant use in the area is commercial with some residential, especially, on higher floors.

### **Capacity for change**

The area has a relatively high capacity for change. However, at the same time, it contains many historic features and buildings that should be preserved or enhanced.

The identified opportunity areas in the appraisal conclusion mark the areas where change is possible. Within these areas there may be special features that should be retained.



**Map 3.5. Map of Important Buildings and Opportunity Areas in Character Zone 1 (not to scale)**

## Zone 1 Appraisal Conclusion

Map 3.5 gives an overview of the character area highlighting the opportunity areas and important buildings:

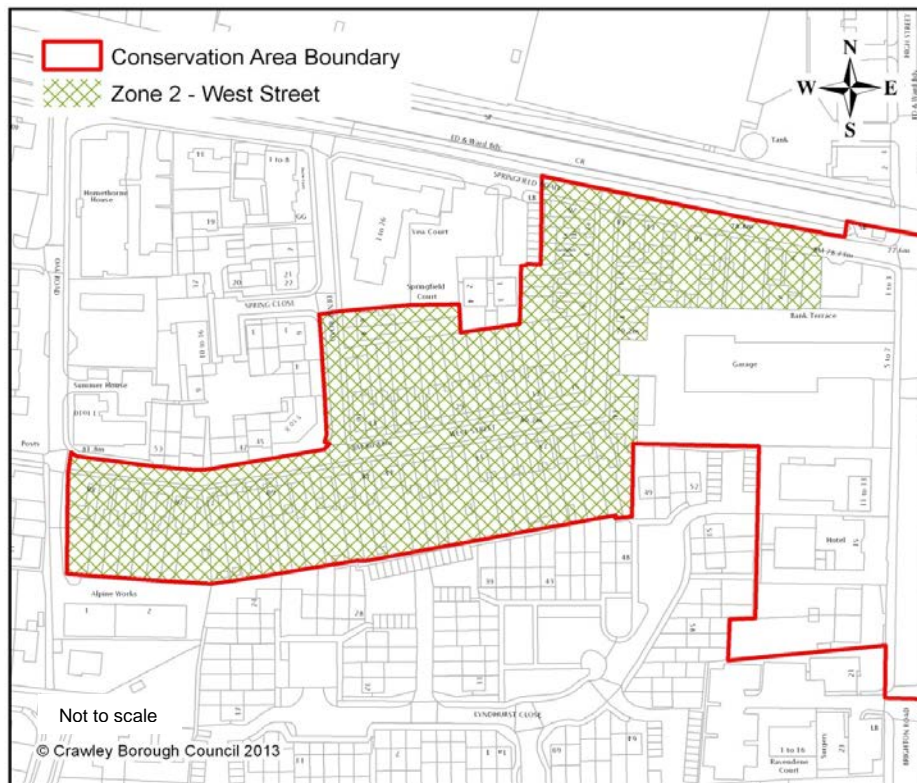
### Key Positive Features:

- Straight road with concentration of historic buildings at northern end, around railway line crossing.
- Mixture of uses, mainly commercial.
- Important buildings, most notably the signal box, the Imperial Cinema frontage, and Nightingale House.
- Strong street frontage and natural vegetative boundaries by Hazeldene.

### Key Negative Features:

- Shop front signage is generally dominant, modern and not in keeping.
- Condition of some structures, in particular the listed signal box, and the general upkeep of the area.
- Substantial “Opportunity Areas” (see Map 3.5) exist that if redeveloped could substantially enhance the area.

## Zone 2 – West Street



**Map 3.6. Character Zone 2**

The area from the level crossing at the northern end of Brighton Road to East Park is a very busy location with many pedestrians making their way to and from the town centre. Springfield Road rises slightly as it commences from Brighton Road and undulates gently down until reaching Horsham Road to the west. West Street is more or less level throughout its length but is quite narrow (around 8.5m) and reduced to a single lane because of parked cars.

There are no buildings running along the northern side of Springfield Road. Instead there is a chain link fence, overgrown with brambles and weeds, which prevents access to the railway lines. Looking north, the skyline is dominated by the large and incongruous white bulk of the ASDA supermarket.

This appraisal is informed by the 'Crawley ASEQs (Areas of Special Environmental Quality) and Locally Listed Buildings Heritage Assessment' undertaken by Alan Baxter Associates in 2010, which supported the inclusion of this zone within the Conservation Area. It provides a basis for the guidance set out in Section 4 below.

### Townscape Value

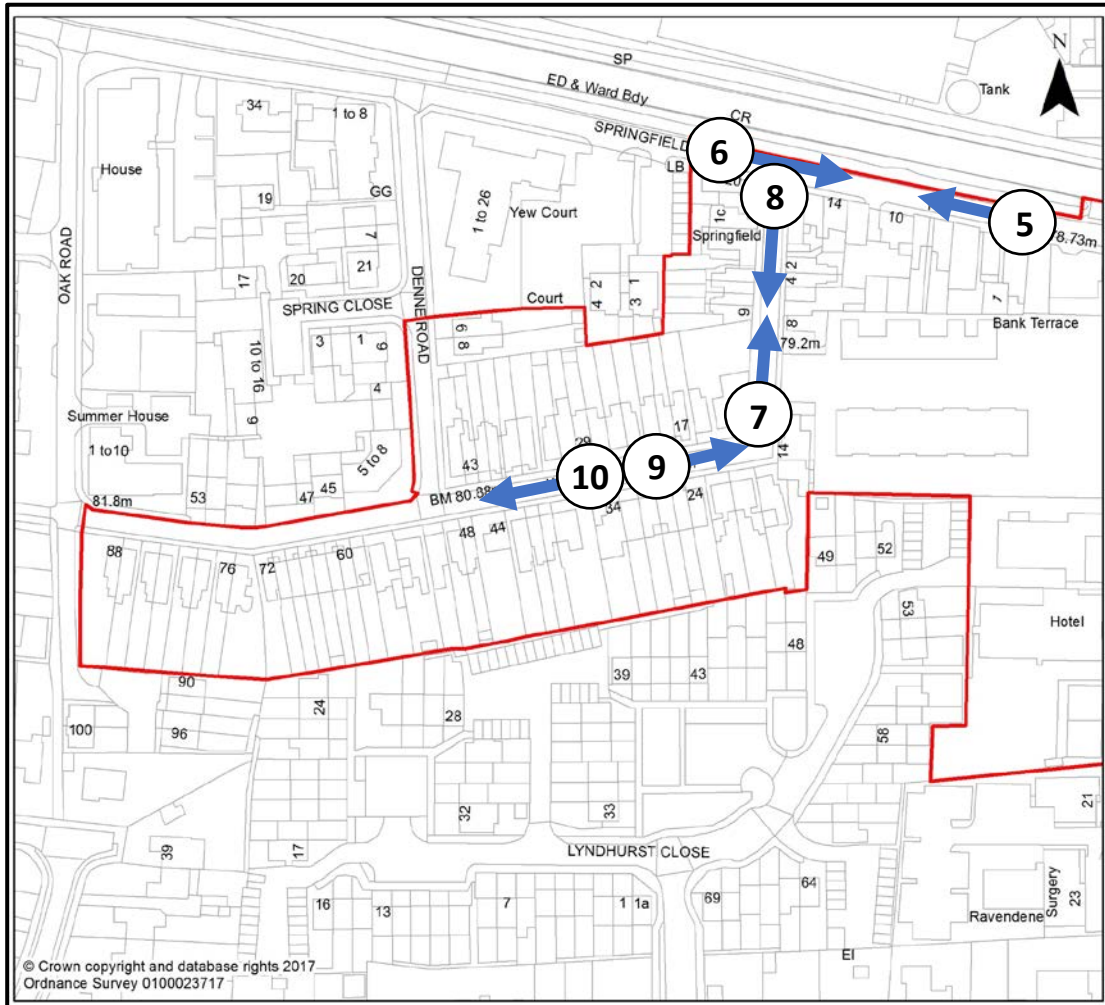
This zone has significant townscape value on account of its clear and distinctive contribution to the urban environment. This arises from its relative coherence as an area of architecturally and historically interesting housing. The sense of a homogenous character is strongly reinforced by the bend in the course of West Street, likely to reflect older field ownership boundaries, which creates a sense of enclosure.

## Roof Heights

Within this area the building heights are consistently two storeys with a pitched roof.

## Valued Views

Key views from this zone are shown numbered in Map 3.7 below.



**Map 3.7. Zone 2 Valued Views**

From Brighton Road, Springfield Road is relatively open and one side has much vegetation (View 5). In summer, this provides a green barrier (see Figure 3.22); however, over winter ASDA on the other side of the railway is clearly visible. This is a large modern store that forms a visual boundary forcing your eyes along the street. The southern edge of the road has a strong building frontage. Views eastwards along Springfield Road terminate attractively at The Railway (View 6).



*Figure 3.22. View 5: Westwards along Springfield Road, taken August 2017*



*Figure 3.23. View 6: Eastwards along Springfield Road, taken August 2017*

At the junction between Springfield Road and West Street, the foliage to the north is less dense, providing a view of the relatively stark ASDA store (View 7, Figure 3.24). Looking south, however, along West Street, there is a narrow enclosed street ending with No. 18 forming a solid barrier (View 8, Figure 3.25).



**Figures 3.24 & 3.25. Views 7 and 8: north and south along West Street, August 2017**

The building frontage of West Street is broken opposite No. 15 where a fence separates the road from the rear of the new development on the Imperial Cinema site. This gap in the street frontage tends to weaken the sense of containment in this part of the street frontage (View 9, Figure 3.26).



**Figure 3.26. View 9: West Street corner, taken May 2017**

Turning the corner by No. 18 West Street, the street widens out significantly (View 10, Figure 3.27) and properties have small front gardens with foliage and a sweeping, inviting bend towards the end of the street.



**Figure 3.27. View 10: westwards along West Street, taken August**

## Building Materials

Tarmacadam has been used throughout on road surfaces and pavement and is in poor condition with numerous patched-up areas.

## Walls

The buildings within the area are in the main Victorian cottages in short terraces or semi-detached and appear to be constructed of local brick. Some have been rendered (Nos. 1B, 1C and 72 in West Street and No. 20 in Springfield Road) and others painted (Nos. 3, 5, 7, 9, 14, 30, 33, 40, 42, 56, 58, 60, 62, 66, 68 and 70 West Street), although this does not detract from the overall impression of cohesion (e.g. see Figure 3.28).



*Figure 3.28. Varying treatment of walls at nos. 36-44 West Street. taken August 2017*

## Windows

There are various window styles present along the street. Originally most properties would have had wooden sash windows and some of these do remain (for example, Nos. 3, 4, 5 and 33 retain the original windows – see Figure 3.29) with Nos. 28 and 32 having replacement windows.

White UPVC windows are prevalent in the street and detract from character or the street in most cases. In one or two cases alterations to the size or shape of window openings have also caused some erosion of the character of the area.

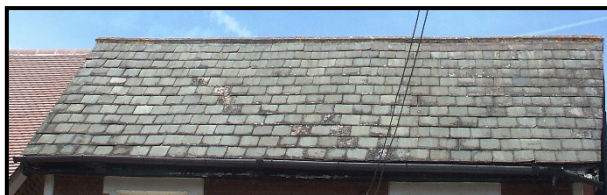


*Figure 3.29. Preserved sash windows at nos. 3-5 West Street, taken August 2017*



## Roofs

These are pitched utilising a variety of tiles, with most using original welsh slate (see Figure 3.30). Some are of slate or weathered concrete although the use of new 'orange' tiles at No. 15A detracts from the street's appearance.



*Figure 3.30. (taken May 2014)*

There are numerous houses (Nos. 26 and 41 West Street and No. 6 Denne Road) that have rooflights facing the street but there are, as of May 2017, no solar panels facing the street.

Rooflines are generally equal throughout the length of the street.

At the end of the terraced row adjacent to No. 15 there is a finial. Although in need of some maintenance, it is an eye catching decorative feature (see Figure 3.31).



*Figure 3.31. (taken May 2014)*

## Chimneys

Most chimney stacks are in place. Most are also original but many have been altered, often shortened, over the years. Properties along the southern side on the eastern end of West Street are particularly intact.

## Extensions

Some properties have had small front porches added to enclose front doors where there is space to do so. This falls outside of planning controls. Unfortunately, these vary in style with some being more in keeping with others. The existing porches generally detract from the character and appearance of the area.

Many properties are, however, in a good state of repair.

## Rainwater Goods

Rainwater goods in the area would have originally been cast iron. Many properties have now replaced these with plastic guttering and downpipes.

## **Important Buildings / Building Contribution**

There are no Listed or Locally Listed Buildings in this part of the Conservation Area, but there are a number of buildings which contribute to its character.

Nos. 2 and 4 Springfield Road are both detached houses which retain their original appearance. They have wooden sash windows and decorative bargeboards, and like all the houses on this part of Springfield Road they have no front gardens. The off-license Stanley Ball was previously behind these houses, and this connection is preserved in the initials 'S.B.' wrought in the side gate to the west of no. 4, and perhaps also in the green and cream paint scheme of the external joinery of the same house.

Nos. 6 and 8 Springfield Road are painted cream and the windows have been replaced. No. 10 Springfield Road is also painted cream and has been converted into two flats. The windows at ground level have been replaced with front opening panes which cause a hazard to pedestrians when they are open. There are white security shutters over all the windows of No. 10.

Next to No. 10 is No. 12, which originally was known as Balls Yard. A former gap in the street frontage at this point has recently been filled by a small flatted development.

Nos. 14 and 16 Springfield Road are terraced properties with Victorian shop fronts. No. 14 houses an insurance company and No. 16 appears to be vacant. No. 18 (see Figures A1.15-A1.17 in Appendix 1), a computer business (Southgate Computers), has a new sign where the Victorian shop front would have been as well as modern shutters over the windows.

Generally, the uniform building line helps retain the character of the area.

## **Boundary Treatments**

The distances between front elevations and the pavement in West Street are quite narrow (see Figure A1.18 in Appendix 1). Some have been paved over whilst in others flowers and shrubs can be seen. Most houses have small fences or low brick walls. This not only adds to the character of the area by providing characterful front gardens and a strong boundary feature for the wall, but discourages people from parking small cars in front gardens.

In Springfield Road, properties butt up against the pavement so there are no boundary treatments as such and doors open inwards directly from the pavement.

Again, the highway forms most of the open space. However, front gardens along West Street do provide a wider area.

## **Building Types**

With the exception of a small number of businesses on Springfield Road the area is exclusively residential. The majority of properties are small two storey semi-detached or terraced dwellings.

## Existing Equipment and Services

### Refuse Storage

Bins are kept to the front of properties within their boundaries. Whilst they are not visually pleasing they do not significantly detract from the character or appearance of the area as they tend to be partially hidden from sight behind the front boundary walls and kept neat and orderly.

### TV Aerial/Satellite Dishes

Most properties have TV aerials and many have satellite dishes. These are generally attached to the fronts of the buildings in very unsympathetic locations.

### Original Details/Features

The area in question was generally built before 1910 with many properties dating from pre-1875. Many original details/features remain intact, including:

- Contrasting brick detailing;
- Chimney pots;
- Shop fronts along Springfield Road;
- Decorative barge-boards;
- Original street layout and buildings;
- Intact wooden sash windows in places;
- Finial.

### Archaeology

With the exception of 74-88 West Street this zone falls within the Historical Core of Medieval Crawley Archaeological Notification Area identified by West Sussex County Council. As in the case of zone 1, therefore, archaeological investigation may be required as a condition of some development proposals<sup>8</sup>.

### Open Spaces, Parks, Gardens and Trees

#### Streets

It would seem that no historic surfaces or street furniture have survived in West Street or Springfield Road. They do, however, retain their original route, layout and character with the tight entrance to West



*Figure 3.32. West Street name plate, photographed May 2014*

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<sup>8</sup> For further information see the West Sussex County Council Historic Environment Record: <https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/historic-environment-record/>.

Street from Springfield Road moving into the wider street area (see Figures A1.20-A1.21 in Appendix 1).

On the wall of No. 20 West Street there is an original name plate (Figure 3.32) but the specific date is unknown.

### **Open Spaces**

From Brighton Road to the junction of Springfield Road and West Street the buildings directly abut the highway. There are no front gardens and doors open directly from the pavement although some properties have recessed doorways.

### **Gardens and Trees**

As mentioned above in relation to views 5 and 6 within this zone, summer vegetation along the northern side of Springfield Road helps to provide a screen against the stark outline of the Asda store beyond. More generally there are few trees and only small gardens visible from the street. Some of the larger semi-detached properties have a degree of vegetation.

### **Activity and Uses**

Springfield Road and West Street are, by and large, residential although the former has properties occupied by small businesses. An accountancy firm occupies the building on the west side of the junction of Springfield Road and West Street.

The large advertising hoarding in front of the signal box is a discordant element that makes a powerful but detrimental contribution to the area.

### **Capacity for Change**

There is limited capacity for change within this part of the Conservation Area due to its tight knit residential layout. The loss of the existing houses, substantial change, or the cumulative effect of many small changes would likely result in the degradation of the historic townscape character and appearance of the area.

### **Zone 2 Appraisal Conclusion**

This appraisal highlights a number of factors that enhance and detract from the character or appearance of this section of the Conservation Area. These are summarised below:

#### **Key Positive Features:**

- Strong boundaries, whether they are low walls or buildings up against the highway.
- Consistent building line.
- Interesting historic layout.

**Key Negative Features:**

- Fence/Hoarding onto former Peugeot garage site.
- Lack of original windows and alterations to openings.

## 4. Guidance for Development

This section provides practical guidance for works within the whole Conservation Area and outlines how developments should be designed so that they protect and enhance the character and appearance of the area.

### Legislation

The legal basis of Conservation Areas is Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This requires all local authorities to identify 'areas of special architectural or historic interest the character and appearance of which it is desirable to preserve or enhance' and designate them as Conservation Areas.

Conservation Area designation brings with it additional planning controls over alterations to properties, control over demolition and the protection of trees. Section 72 of the Act places a duty on the Local Planning Authority and other decision makers to have special attention in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of Conservation Areas. This includes exercising control over development proposals that are outside the Conservation Area but would affect its setting, or views into or out of the area. Section 71 of the same Act requires Local Planning Authorities to formulate and publish proposals for the preservation and enhancement of these Conservation Areas.

With the designation of the Conservation Area, certain permitted development rights are removed<sup>9</sup>. For example, planning permission is required for:

- Most external alterations to commercial premises and flats;
- Most demolition within a Conservation Area;
- Some changes of use which might otherwise be able to seek 'prior approval'.

Other alterations that would not normally require planning permission outside of Conservation Areas may require planning permission. These include:

- Demolition of a gate, fence, wall or railing over 1 metre in height next to a highway (including a public footpath or bridleway) or public open space; or over two metres in height elsewhere;
- external cladding;
- alterations or additions to the roof of a house;
- erection of chimneys or flues;
- erection of satellite dishes;
- installation of radio masts;
- domestic side extensions;
- domestic rear extensions of more than one storey;

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<sup>9</sup> For further information about when planning permission is required visit the Planning Portal website: [https://www.planningportal.co.uk/info/200125/do\\_you\\_need\\_permission](https://www.planningportal.co.uk/info/200125/do_you_need_permission)

- larger single-storey rear extensions covered by the temporary permitted development rights introduced in May 2013<sup>10</sup>.

It is strongly advised that you check with the council's Development Management team prior to undertaking any works in the Conservation Area to ensure that the development is acceptable in planning terms and that you have the necessary permission<sup>11</sup>.

Also note: external or internal alterations to statutory listed buildings require Listed Building Consent regardless of the presence of a Conservation Area.

Breaches of planning control will be enforced where it is expedient to do so. For advice on the need for planning or other approvals please consult the council's planning website, detailed below under 'Further Information', or contact Crawley Borough Council using the details given below under 'Contacts'.

## Planning Policy Context

Chapter 12 of the National Planning Policy Framework (NPPF) is the national policy on conserving and enhancing the historic environment and its guidance must be taken into account by local planning authorities when formulating policy or making planning decisions. The NPPF is supported by accompanying Planning Practice Guidance. Links to these documents are provided in the 'Further Information' section at the end of this Statement.

Local planning policy for Conservation Areas is currently stated in the Crawley Borough Local Plan 2015-2030. The Local Plan should be read as a whole, though there are a number of key policies within the Local Plan that are of particular relevance to development proposals within or adjacent to the Brighton Road Conservation Area.

**Policy CH8** identifies a number of important views into, across, and out of Crawley, which development proposals should respect and/or enhance, and which development should not erode or directly adversely affect. The Brighton Road Conservation Area falls within the splay of the long distance view northwards from Tilgate Park, across Southgate and the town centre towards the North Downs.

**Policy CH12** recognises Crawley's heritage assets as a finite resource, and seeks to ensure that their key features or significance are not lost as a result of development. Where development affects a heritage asset or its setting, a Heritage Impact Assessment will be required to consider the significance of the heritage asset and the contribution it makes to its setting and the wider area. The Heritage Impact Assessment will also need to consider the impact of the development on the Conservation Area and its assets and will need to detail any measures that will be

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<sup>10</sup> The 2013 permitted development rights for householder extensions cover single-storey rear extensions of between 4 and 8 metres on a detached house and between 3 and 6 metres on other types of house.

<sup>11</sup> For further information follow the links available at the council's planning web page: [http://www.crawley.gov.uk/pw/Planning\\_and\\_Development/index.htm](http://www.crawley.gov.uk/pw/Planning_and_Development/index.htm)

implemented to ensure that a heritage asset is respected, preserved, enhanced or, in exceptional cases, relocated.

Heritage assets affected by a development proposal may include archaeological assets which may not be visible above ground, since most of the Conservation Area falls within an Archaeological Notification Area (ANA) identified by West Sussex Council, reflecting the Historic Core of Medieval Crawley. Archaeological investigation may therefore be required as a condition of some planning permissions.<sup>12</sup>

**Policy CH13** is specifically concerned with development in Conservation Areas. It sets a general requirement that development in a Conservation Area 'should individually or cumulatively result in the preservation or enhancement of the character and appearance of the area' and should respect:

- The distinctive character of the designated area;
- Historic landscape features;
- The area's landscape value in terms of mature trees, hedges and public green spaces;
- The spacious character and landscaping of lower density developments
- The area's architectural quality and scale.

**Policy CH15** recognises the local and national importance of Listed Buildings and Structures, and seeks to protect them from inappropriate development. Both internal and external alterations to statutory Listed Buildings require Listed Building Consent, and applications must be supported by a Heritage Impact Assessment.

**Policy CH16** relates to Locally Listed Buildings. Although these are not considered to be of national significance, they possess local architectural or historical merit, and should be retained wherever possible.

## **Brighton Road Conservation Area Development Guidance**

The following Development Guidance is tailored specifically to the Brighton Road Conservation Area. It will be treated as a material consideration by Crawley Borough Council when determining a planning application, and those considering development requiring planning permission within the Conservation Area are strongly advised to adhere to it. Failure to do so could result in the refusal of your application for planning permission.

If you are planning on carrying out works in line with permitted development rights then this guidance is also relevant. By following the guidance you can ensure your works protect and enhance the characteristics that make the area worthy of Conservation Area status. It can also offer some clarity on what would be deemed acceptable when satisfying permitted development criteria such as "similar appearance".

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<sup>12</sup> For further information see the West Sussex County Council Historic Environment Record: <https://www.westsussex.gov.uk/land-waste-and-housing/landscape-and-environment/historic-environment-record/>.



## General Principles

Any redevelopment that occurs within the Conservation Area should not have a negative impact upon the character or appearance of the area. To achieve this, development should either attempt to fit in with the character of the historic townscape, or be of a modern subservient design that does not detract from the existing heritage assets.

The proposed development should:

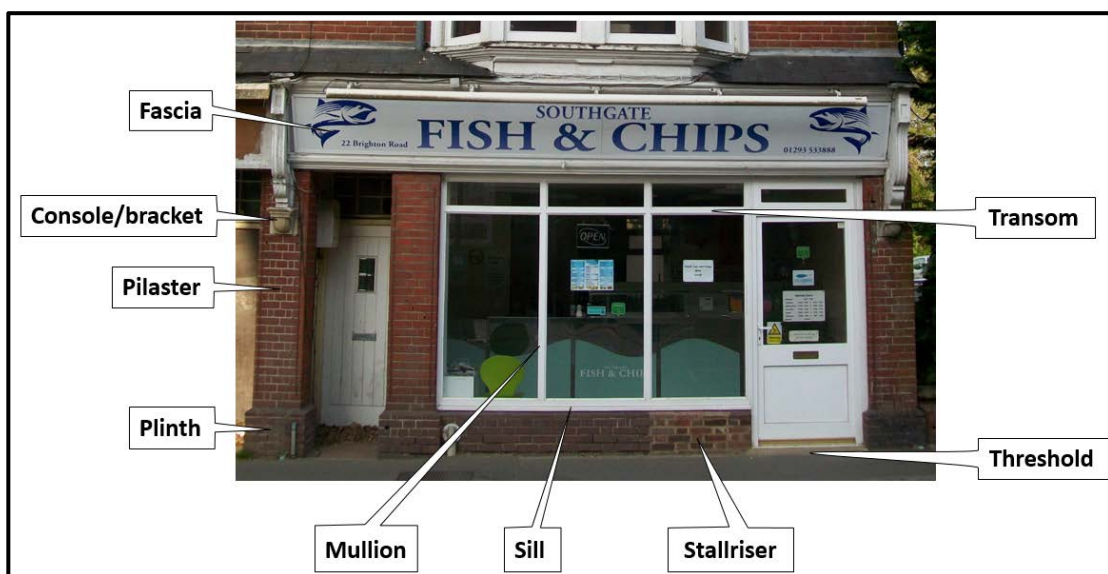
- Not exceed the height of the neighbouring properties;
- Be of similar proportions;
- Look to enhance any important features within the area.

Alterations to the existing built environment should be minimised and not result in the loss of any important features. Whilst extensions should preserve or enhance the area they do not necessarily need to be designed to fit in with the period.

## Shop Fronts and Signage

Replacement shop frontages should reflect the original Victorian/Edwardian shop front style and every effort should be taken to remove modern sheet glazed frontages with prominent advertising. Glossy plastic and other 'wet look' materials are inappropriate and should be avoided. Colours should match their tone with the fascia and bright/garish colours should be avoided.

Lettering should be kept to a minimum and should not dominate the fascia. The style of lettering should co-ordinate with the design of the whole shopfront.



**Figure 4.1. Elements of a traditional shopfront**

Where shutters are required, they should be located internally to allow the window display to be viewed from the street. External shutters are not acceptable as they would detract from the character and appearance of the area.

A well-designed and lit window display is a very effective method of advertising as well as providing a positive contribution to the street scene at night. However,

illuminated fascias, projecting signs, and neon signage are out of character with the area and would be resisted.

In addition, all alterations to shop fronts should comply with the guidance provided in the council's Urban Design Supplementary Planning Document.

### **Boundary Treatments**

Building frontages should adjoin the public highway to retain the sense of enclosure, and development within the identified opportunity areas that conform to these and will aid this.

Where the buildings are set back to the south of the area (from No. 15 Brighton Road heading south), more natural boundary treatments should be adopted such as low brick walls supported by hedges. These are appropriate to enclose front gardens. Loss of these walls should be resisted as this will remove an important feature from the area.

When working with open space, it is important to use materials that would have a positive impact on the area; shield anything unsightly (such as refuse bins); and break up large areas of single materials.

### **Change of Use**

The change of use of premises should accord with the relevant local and national planning policy.

Change of use proposals which reinforce or are compatible within the identity of character zone 1 as a mixed-use area, and of zone 2 as primarily residential, are considered to be appropriate.

### **Highways and Street Works**

Highways works within the Conservation Area should reflect national good practice guidance set out in the Department of Transport's 1996 document 'Traffic Management in Historic Areas' 1/96<sup>13</sup>. Its broad principles are: -

- Develop an understanding of the special qualities of the place and depart as little as possible from the traditional form of streets and their materials;
- Respect existing established traditional materials and detailing;
- Review existing signing and consider scope for rationalization;
- Anticipate and minimize new signing requirements at the earliest design stage;
- Limit formal designs to formal spaces;
- Provide for maintenance and invest in quality.

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<sup>13</sup> 'Traffic Advisory Leaflet (TAL) 01/96: Traffic management in historic areas', Department for Transport: 1996. Available at: <http://www.ukroads.org/webfiles/TAL%201-96%20Traffic%20management%20in%20historic%20areas.pdf>

## Plant and Equipment

Any plant and/or equipment required within the Conservation Area should not be visible from the public highway, or any areas of public realm that are frequently used.

Plant should be screened from sight and/or incorporated within the existing structures. Chimneys can sometimes be retrofitted, but where this would result in the visual aesthetics of the chimney changing, this should be avoided.

## Trees

Conservation Area designation gives the council special powers to protect important trees. It is an offence to cut down, uproot, top or lop most trees in a Conservation Area without giving prior notification to the Local Planning Authority. Crawley Borough Council's Development Management team should be consulted prior to any tree works being undertaken in the Conservation Area, and must be given six weeks' notice of the intention to carry out works on trees in a Conservation Area, which should include a description of the nature of proposed works.

Where trees are threatened by works which would be harmful to the character and appearance of the surrounding environment, the Local Planning Authority will consider serving a Tree Preservation Order to provide further protection. Trees that are subject to these designations have greater protection, and it is necessary to obtain consent from the Local Planning Authority prior to undertaking any works. Anyone who damages or carries out work on a tree(s) that is protected by a TPO or TPA without first obtaining permission from the local planning authority is guilty of a criminal offence and may be prosecuted.

It is not necessary to notify the Local Planning Authority for the following works to trees in a Conservation Area, provided that the tree is not subject to protection from a TPO:

- the cutting down, topping or lopping or uprooting of a tree whose diameter does not exceed 75 millimetres; or
- the cutting down or uprooting of a tree, whose diameter does not exceed 100 millimetres, for the sole purpose of improving the growth of other trees (e.g. thinning as part of forestry operations)

In either case, the diameter of the tree is to be measured over the bark of the tree at 1.5 metres above ground level.

The council will seek the retention of all trees that contribute to the character and appearance of the area. The sympathetic management of trees in the Conservation Area is encouraged. It is however strongly advised that you should liaise with the Development Management Team prior to undertaking any tree works within the Conservation Area, either by phone on 01293 438512, or via email at [protectedtrees@crawley.gov.uk](mailto:protectedtrees@crawley.gov.uk). Further guidance is set out in the Green Infrastructure SPD.

## **Sustainability**

The council welcomes efforts to tackle climate change. However, as our heritage is a finite resource any measures brought in should be done so in a way that preserves or enhances the character or appearance of the area. Historic England provides a wealth of guidance relating to the best way to upgrade historic structures and their guidance should be adhered to (see 'Further Information' and 'Contacts' sections below).

Measures that visibly alter the character or appearance of the area from within it and approaching it are not appropriate within the Conservation Area. This includes solar panels, wind turbines, and external solid wall insulation among others.

## **Further Information**

Applicants are strongly advised to contact the Development Management team prior to undertaking any works within the Conservation Area. For further information, please contact the Development Management team by phone: 01293 438512, or email at [development.control@ Crawley.gov.uk](mailto:development.control@ Crawley.gov.uk).

## **5. Management Proposals**

This section identifies how the council believes the area should be managed to help maintain its special architectural or historical value.

### **Southgate Conservation Area Advisory Committee**

Most Conservation Areas have advisory bodies whose membership is formed of people that live and work locally who are interested in helping to ensure that the special setting and character of the Conservation Area is preserved or enhanced.

At the time of writing, Southgate Conservation Area Advisory Committee (SCAAC) is operating as part of the Southgate Neighbourhood Forum. In recent years, the council has worked with Southgate Conservation Area Advisory Committee to deliver small-scale aesthetic improvements to the Conservation Area. During 2016, a scheme of new 'Conservation Area' street name plates was implemented in the Conservation Area following detailed discussion with SCAAC and consultation with affected residents.

### **Enhancement Opportunities**

Crawley Borough Council and Southgate Conservation Area Advisory Committee have identified a number of opportunities within the Conservation Area where enhancement may be appropriate. If these are proposed, they should be encouraged so long as they fulfil the guidance set out in Section 4.

These opportunities include, but are not limited to:

- Street scene improvement around the signal box to reducing street clutter and signage;
- Improving refuse storage facilities;
- Increasing the energy efficiency of buildings in a sympathetic way.

The council will work with the Committee to identify further possible small-scale improvements that could enhance the appearance and setting of the Conservation Area.

### **Conservation Area Boundary**

The council will review the boundary of the Conservation Area from time to time. In addition, requests for boundary amendments will be investigated when the council reviews the boundary.

### **Important Buildings**

Requests for buildings to be 'listed' and added to the statutory list should be made directly to Historic England.

The council will review its local list from time to time. Requests for buildings to be included in the next review can be made to the council at any time; these requests will be considered at the next review.

## **Control of Advertisements**

Whether the area warrants being designated as an Area of Special Advertisement Control will be investigated in the short term.

An area of special control order places additional restrictions on the display of advertisements. For example, some deemed consent classes are subject to reduced size limits if they are located in an area of special control. It may be appropriate to designate an area of special control in locations where the local planning authority considers these additional restrictions are necessary, above and beyond its powers to restrict deemed consent and take discontinuance action, such as in rural areas.

A local planning authority can make an area of special control order, after it has been approved by the Secretary of State. Before making an order and applying for approval from the Secretary of State, The Local Planning Authority is expected to consult local trade and amenity organizations about the proposal.

Detail is set out in Regulations 20 and 21 of and Schedule 5 to the Regulations (<http://legislation.gov.uk/uks/2007/783/contents/made>).

# Glossary of Key Terms and Acronyms

- Abut** Common boundary, border
- Aluminium** Silvery light ductile and malleable metallic element not tarnished by air
- Architrave** Horizontal moulding at roof level forming part the lowest part of a classical-style entablature, lying below the frieze and cornice, and sitting on top of the walling or columns below
- Arts and Crafts** A design movement led by the British designer and writer William Morris which flourished between the years of 1860 and 1910
- Barge boards** Wooden planks, often ornamental between roof and top of gable
- Canted** Angled
- Corbels** Projection of stone or timber from a wall to support a weight above
- Cornice** A horizontal moulded projection crowning a building or structure, esp. uppermost member of entablature of an order, surmounting frieze; ornamental moulding round wall of room just below ceiling
- Deemed Consent (Advertisements)** There are 17 classes of advertisement (Class 1 to 17), contained in [Schedule 3](#) to the Regulations (as amended in [2011](#) and [2012](#)), which do not need consent from the local planning authority provided that they comply with further restrictions (referred to as “deemed consent” in the Regulations). Each class has its own criteria and conditions which must be met and provided that the advertisement in question conforms to all of the relevant provisions in a class, consent is not required from the local planning authority.
- Eaves** The eave is the bottom edge of a roof. The eaves normally project beyond the side of the building forming an overhang to throw water clear of the walls and may be highly decorated as part of an architectural style

<b>External solid wall insulation</b>	A thermally insulated, protective, decorative exterior cladding procedure involving the use of expanded polystyrene, mineral wool , polyurethane foam or phenolic foam, topped off with a reinforced cement based, mineral or synthetic finish
<b>Fascia</b>	Long flat surface of wood, stone or brick under eaves or cornice
<b>Finial</b>	A finial is an element marking the top or end of some object, often formed to be a decorative feature. In architecture it is a decorative device, typically carved in stone, employed decoratively to emphasize the apex of a dome, spire, tower, roof, or gable or any of various distinctive ornaments at the top, end, or corner of a building or structure
<b>Gable</b>	Triangular upper part of a wall at the end of a ridged roof
<b>Heritage Asset</b>	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions. Heritage assets include designated heritage assets either above or below ground and assets identified by the local planning authority (including local listing).
<b>Muntin</b>	A strip of wood or metal separating and holding panes of glass in a window. Muntins are also called "muntin bars", "glazing bars", or "sash bars".  Neon – Signs lighted by long luminous gas-discharge tubes that contain rarefied neon or other gases
<b>Listed Building</b>	A building of special architectural or historic importance. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures. Listed buildings and structures are protected by law.
<b>Locally Listed Building</b>	Buildings or structures that are worthy of protection in a local context due to their historic interest, architectural interest, group and townscape value, intactness, and/or communal value.
<b>Ogee-shaped</b>	A moulding which in cross-section resembles a double curve



<b>Oriel</b>	Windowed polygonal recess usually projecting from the upper storey of a building and supported from the ground or on corbels
<b>Pediment</b>	Triangular part crowning front of a building in the Grecian style especially over a portico (roof supported by columns at regular intervals usually attached as a porch to a building)
<b>Permitted Development</b>	Certain types of works, as identified in the General Permitted Development Order, which can be performed without needing to apply for planning permission. These powers vary depending on the use and location of the building and the nature of works proposed. It is advised that you contact the Local Planning Authority prior to undertaking any works to clarify if planning permission may be required.
<b>Pilaster</b>	Rectangular column especially one imbedded in a wall
<b>Pitched</b>	The roof's pitch is its vertical rise divided by its horizontal span (or "run"), what is called "slope"
<b>Rainwater goods</b>	More commonly known as guttering and downpipes
<b>Refenestration</b>	Having had the original windows removed and replaced
<b>Rooflights</b>	Windows that are installed into roofs
<b>Sash</b>	A sash window or hung sash window is made of one or more movable panels or "sashes" that form a frame to hold panes of glass, which are often separated from other panes (or "lights") by narrow muntin. Although any window with this style of glazing is technically "a sash", the term is used almost exclusively to refer to windows where the glazed panels are opened by sliding vertically, or horizontally in a style known as a "Yorkshire light", sliding sash, or sash and case (so called because the weights are concealed in a box case).
<b>Sill</b>	Shelf, slab of stone or wood at base of door or window
<b>Solar panels</b>	A set of solar photovoltaic modules electrically connected and mounted on a supporting structure

- String course** A thin projection of stone that runs horizontally around a building usually to emphasise the junction between floors
- Stucco** Type of plaster or cement used for coating wall surfaces or moulding into architectural decorations
- Tarmacadam** A type of road surfacing material patented by Edgar Purnell Hooley in 1901
- Tripartite** Consisting of three parts; divided into three segments almost to the base
- 'Tudorbethan'** In a style similar to Tudor or Elizabethan architecture
- Turnpike road** A gate set across the road to stop carts until a toll was paid. Empowering trustees to erect turnpike gates was the most successful mechanism for ensuring that the costs of improvement and maintenance of a road was financed by the beneficiaries.
- UPVC** Unplasticized polyvinyl chloride is a stable man-made material currently used for manufacturing doors and windows. It is possible to re-cycle this material
- Vistas** Long narrow view as between rows of trees
- Wind turbines** A device that converts kinetic energy from the wind into electrical power

## **Appendix 1. Picture Gallery**



**Figure A1.1. West side of Brighton Road towards junction with Springfield Road c.1915**



**Figure A1.2. Corner of Brighton Road and East Park, southern side, early 20<sup>th</sup> century**



**Figure A1.3. Imperial Cinema, early 20<sup>th</sup> century**



**Figure A1.4. Brighton Road, looking north (c.1898) [PP/WSL/P003568]**



**Figure A1.5. Brighton Road looking north, 1903**



*Figure A1.6. Level crossing and signal box viewed from the north, late 19<sup>th</sup> century*



*Figure A1.7. Level crossing and signal box viewed from the south, c.1965*



*Figure A1.8. Signal box, June 2014*



*Figure A1.9. Shop fronts on eastern side of Brighton Road, c.1905*



*Figure A1.10. Shop fronts on eastern side of Brighton Road, September 2014*



**Figure A1.11. Junction of Brighton Road and East Park, north side, early 20<sup>th</sup> century**



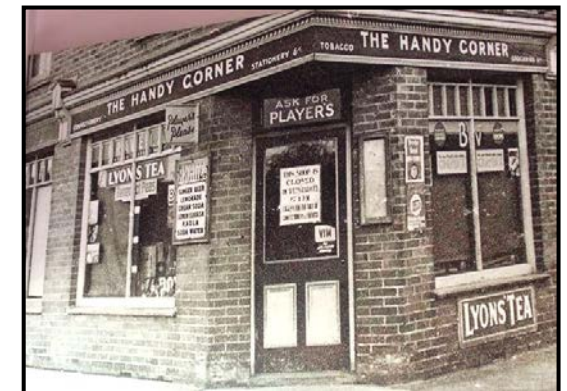
**Figure A1.12. Junction of Brighton Road and East Park, north side, May 2014**



**Figure A1.13. Bend in West Street, looking south, May 2014**



**Figure A1.14. Bend in West Street, looking east, May 2014**



**Figure A1.15. Shop at junction of West Street and Springfield Road, early 20<sup>th</sup> century**



**Figure A1.16. Junction of Springfield Road and West Street, early 20<sup>th</sup> century**



**Figure A1.17. Junction of Springfield Road and West Street, May 2014**



**Figure A.18. View south along West Street towards westward bend, May 2014**



**Figure A1.19. Entrance into West Street from Springfield Road, viewed from the east, late 19<sup>th</sup>/early 20<sup>th</sup> century**



**Figure A1.20. View east along West Street towards northward bend, late 19<sup>th</sup>/early 20<sup>th</sup> century**



**Figure A1.21. View east along West Street towards northward bend, May 2014**



**Figure A1.22. Corner house at bend in West Street, late 19<sup>th</sup>/early 20<sup>th</sup> century**



**Figure A1.23. Corner house at bend in West Street, May 2014**



## Further Information

### Legislation

- New Towns Act 1946  
<http://www.legislation.gov.uk/ukpga/1946/68/contents/enacted>
- Planning (Listed Buildings and Conservation Areas) Act 1990  
<http://www.legislation.gov.uk/ukpga/1990/9/contents>

### National Policy and Guidance

- National Planning Policy Framework, Department of Communities and Local Government: 2012  
<http://planningguidance.communities.gov.uk/blog/guidance/conserving-and-enhancing-the-historic-environment/>
- Planning Practice Guidance: 'Conserving and enhancing the historic environment'  
<http://planningguidance.communities.gov.uk/blog/guidance/conserving-and-enhancing-the-historic-environment/>

### Local Policy and Guidance

- 'Crawley 2030': The Crawley Borough Local Plan  
[http://www.crawley.gov.uk/pw/Planning\\_and\\_Development/Planning\\_Policy/Crawley2029/index.htm](http://www.crawley.gov.uk/pw/Planning_and_Development/Planning_Policy/Crawley2029/index.htm)

### Crawley Borough Council

- Conservation Areas web page  
[http://www.crawley.gov.uk/pw/Planning\\_and\\_Development/Planning\\_Policy/Planning\\_for\\_the\\_Historic\\_Environment/Conservation\\_Areas/index.htm](http://www.crawley.gov.uk/pw/Planning_and_Development/Planning_Policy/Planning_for_the_Historic_Environment/Conservation_Areas/index.htm)
- Brighton Road Conservation Area web page  
[http://www.crawley.gov.uk/pw/Planning\\_and\\_Development/Planning\\_Policy/Planning\\_for\\_the\\_Historic\\_Environment/Conservation\\_Areas/INT161354](http://www.crawley.gov.uk/pw/Planning_and_Development/Planning_Policy/Planning_for_the_Historic_Environment/Conservation_Areas/INT161354)
- Planning web page  
[http://www.crawley.gov.uk/pw/TopNav/A\\_-\\_Z\\_of\\_Services/index.htm?azTerm=Planning](http://www.crawley.gov.uk/pw/TopNav/A_-_Z_of_Services/index.htm?azTerm=Planning)
- Applying for Planning Permission web page  
[http://www.crawley.gov.uk/pw/Planning\\_and\\_Development/Planning\\_Permission\\_Applications/Planning\\_Application\\_Forms/index.htm](http://www.crawley.gov.uk/pw/Planning_and_Development/Planning_Permission_Applications/Planning_Application_Forms/index.htm)

### Historic England

<https://historicengland.org.uk/>

### Crawley History

- Walk around Historic Crawley (Produced by Francis Frith Collection)

## Contacts

### **CRAWLEY BOROUGH COUNCIL**

If you have a query regarding the Conservation Area designation, the policy behind it, are thinking of carrying out works, or are looking to apply for planning permission within the Conservation Area.

Please contact:

Post: The Planning Department, Crawley Borough Council, Town Hall, The Boulevard, CRAWLEY, West Sussex. RH10 1UZ

Email: [forward.plans@crawley.gov.uk](mailto:forward.plans@crawley.gov.uk) / [development.control@crawley.gov.uk](mailto:development.control@crawley.gov.uk)

☎: 01293 438000

Online: [www.crawley.gov.uk](http://www.crawley.gov.uk)

### **HISTORIC ENGLAND**

This body advises central and local government on the historic environment. It produces the guidance on the historic environment for the UK.

They can be contacted via:

Post: 1 Waterhouse Square, 138-142 Holborn, LONDON. EC1 1TT

Phone: 020 7973 3000

Online: <https://www.historicengland.org.uk/>



